

D. K. McRAE, Esq.—The Fayetteville Observer of yesterday learns that a letter was received in that city on the day before, stating that the health of Wm. McRae, (American Consul at Paris,) was improving, and that he was expected to resume the duties of his office in a few days.

Re-Election of Mr. SEWARD. *Albany, Feb. 6.*—The Legislature of this State, by a majority of 6 in the Senate and 16 in the House, has re-elected Wm. Seward U. S. Senator.

ount of embroidery, needle-work, painting, wax-work, &c., &c., that is done during one session, will surprise and please the most fastidious mind. While the melodious music that is poured forth at one of our concerts uplifts the very souls within us, showing plainly that the musical department is faithfully attended to.

Lastly, but not leastly, the Steward's department now what it should be. Mr. and Mrs. Stevens give it their whole attention—all look smiling and glowing with beauty and health.

AN OBSERVER.

Most Horrible.—A grocer's wife having in a passion brown an inkstand at her husband and spattered him all over with the black liquid, some atrocious wretch declared that she had been engaged at the battle of ink-her-man.

The Monarch of the Sea is the largest ship that ever entered the port of New Orleans.

counts state that in some parts of the State the thermometer is twenty to forty degrees below Zero, and the weather colder than for twenty years past.

Ending February 3d, 1855.		
Loan of 1842.....	1846.....	\$5
" 1843.....	" 1847.....	1
" 1844.....	" 1848.....	1
" 1845.....		1
Total.....		14

RUSSIAN POLITICAL BALLAD.—At St. Petersburg Lord John Russell's declaration in Parliament that the allies were content to leave Russia a great and powerful State, has been adopted as the refrain of a popular political song, the inscription of which follows.

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WILMINGTON WHOLESALE PRICES CURRENT.

Men's, Youth's and Child's Shoes;
Men's Kip and Cow-Hide Boots;
Negro Bagnans and Children's Flatirans.
Market street, next door to Brown & Anderson's Marble
Front, Wilmington, N. C. [Nov. 4th, 1854]

**ZERMAN'S ANTISCORBITIC TOOTHWASH.
TO THE LADIES.**

NOTHING adds more to beauty than clean, white Teeth,
and Gums of healthful color. The most beautiful face
and vermilion lips become repulsive, if the latter, when they
open, exhibit the horrible spectacle of neglected teeth. All
who wish clean, white Teeth, healthy Gums, and a sweet
breath, use **DR. ZERMAN'S TOOTH WASH** at a
For sale by **C. & D. DuPRE, Agents,**
Sept. 29, 54—21—11 Wilmington, N. C.
Herald and Commercial copy.

COAL.

100 TONS Sidney Coal, now landing from Brig Active.
This Coal is a superior article, put up for family use,
and for sale in lots to suit, by **T. C. WORTH,**
For Jan. 12, 1855. **W. M. White,**
Bacon 22 1855. **do do** Shonders. For sale by
RUSSELL & BRO.

CLARIFIED SUGAR—70 barrels, different grades, for
sale by **FREEMAN & HOUSTON.**

58 PIRKINS CHOICE MOUNTAIN BUTTER;
27 cts. 3d. by the Firkin;
30 cts. " at retail;
For sale by **QUINCE & COWAN.**
Feb 2 H. & C. copy.

SPIRIT BELLS—200 second hand, spirit bells on hand, and
for sale by **PETTERWAY & PRITCHETT.**

HELP TO THE READING OF THE BIBLE, by the
late Benjamin Elliot Nicolls, M. A., of Queen's College,
Cambridge, curate of St. John's Church, and author of the
"History of the Hebrews explained and illustrated from Holy
Scripture." Received, and for sale at **J. T. MUNDS,**

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, FEB. 5, 1855.

The Cape Fear and Deep River Navigation.
From an esteemed friend in the Legislature, to whom we are already indebted for many courtesies, we received, on Saturday night, the following despatch:

"Raleigh, Feb. 3d, 1855.
Editors Journal.—Cape Fear and Deep River Bill has passed its final reading in the Commons."

As the bill had already passed the Senate, almost by acclamation, its final passage in the House is equivalent to its becoming a law.

With the particulars of the bill we are not familiar. It provides, we know, for the endorsement, by the State, of the bonds of the company, to the amount of three hundred thousand dollars, to be applied to the completion of the work. We believe the said bonds are to be re-imburseable in 10, 15 and 20 years, in equal sums of \$100,000 each.

We cannot but regard this as one of the most important measures of the present Legislature. Indeed, we do not know but it is the most important to this place and all the section of country connected with it by the Cape Fear River, and this comprises no insignificant portion of the State. Through all the doubts, difficulties, perplexities and mismanagements of the Company, now so generally admitted and regretted, we never once doubted the fact that there was in the enterprise much to commend it to the fostering care of the people of the State at large, and especially of those who would be connected with it more directly. As we often remarked before, if the mineral wealth of the section this work is intended to open up be one-third of what it is represented to be, its advantages will amply repay almost any expenditure within the bounds of reason, and certainly justify an amount of outlay much exceeding any that has yet been contemplated. From the errors and mistakes of the past, incident to a character of improvement totally new in this State, much we trust and believe has been learned which cannot but enable those charged with its completion, to avoid the rocks which have proved so disastrous to its commencement.

The iron and especially the coal business of Pennsylvania has done more for that State within the last decade than the immense commercial development of New York has done for that State. Since the development of the mineral wealth of the Keystone State alone, of all the old Atlantic States, has increased her population faster than the average ratio of increase throughout the whole country, being entitled under the Census of 1850 to a larger congressional representation than under that of 1840, while on the other hand New York loses ground. Nor has the advance in her wealth failed to keep pace with the advance in her population.

To North Carolina the benefit of such development can hardly be less striking, nor their effects in promoting the growth of Wilmington less encouraging than such effects have proved themselves at Philadelphia, which city, in the face of a very inferior foreign commerce, has spread out to gigantic proportions and keeps up a coasting tonnage superior to any port in the country.

With a direct water communication with the mines, capable of carrying the largest class of boats, we could have nothing to fear from any present or prospective competition, and we sincerely believe that such direct communication is at length within our grasp. These are tight times for Wilmington; she is having something like a crisis, but her onward progress is by no means stopped—she has far from reached her culminating point.

The sudden death of King Kamehameha III, sovereign of the Sandwich Islands, and the accession of his nephew, Prince Alexander Liholiho, under the title of Kamehameha IV., appears to have put a serious, if not a final stop to the negotiations for the annexation of the Islands to the United States. It will be remembered that in all the accounts so far received of the progress of these negotiations, the opposition made by Prince Alexander, the Heir Apparent, was given as the main, if not the sole impediment to the consummation of the measure, it being understood that the then reigning King was warmly enlisted in its favor. The heir apparent has now become King, and carries with him into that position all his former opposition, with the power of making it more tangibly felt. He is said to be fully under British influence. The young King, who is about 21 years of age, has travelled through the United States, France and England, and it is said that his exclusion from table with the other passengers on board steamboats, etc., on account of his color, while in this country, has deeply prejudiced him against the United States and rendered him immovable in his opposition to annexation. Kamehameha III, was only forty years of age, and his death, occurring so opportunely for the defeat of annexation, creates a suspicion of foul play, which may be wrong, but is far from improbable.

The editor of the Commercial waxes complacent in an article in his paper of to-day, headed "The Journal," and courteously denominated a few remarks which he therein quotes from the "Journal" as "nasty-pammy stuff," all which is respectfully submitted. We will not reply in any such tone or manner. It is not our way of doing things. In the quotation which the Commercial makes from our article of Wednesday on the re-election of Mr. Slidell to the United States Senate from Louisiana, we speak of little local issues having divided or weakened the Democratic party at the South, and forthwith the Commercial jubilates over the anti Nebraska and anti Fugitive Slave Law triumphs in some of the Northern States. We speak of fixed principles, and the Commercial don't like such things, which, in its view are abstractions. We say that the Democratic party is predominant in all great contests at the South, and the Commercial fails to show a single State election that has gone against the Democrats in any State carried by Pierce and King in the Presidential election. In speaking of promotion, we do so in connection with those who play fast and loose with the Democratic party, in hopes of obtaining that sole end of their connection with any party, and in the same connection we have arranged the expressions *himself, his party, or his country*, in the order in which we have done, as showing the order which they occupy in the estimation of such a politician. We trust that the Commercial will examine its ground a little better before attempting to demolish another "nasty-pammy" effusion. Mere epithets are not always successful.—*Daily Journal*, Feb. 3d.

Quick Work all Round.
The Schooner Edward Kuder arrived at this port, from Charleston, S. C., on Sunday, the 21st ult.—discharged her ballast—took in her cargo, amounting to about 3,000 bbls., and cleared for New York, at which port she arrived on the 30th ult.; having thus discharged ballast, taken in cargo, sailed for New York, and arrived there, all within nine working days. This is pretty quick work for these hard times.—She was consigned to Joseph H. Flanner, Esq.

LARGE HOG.—B. M. Barry Esq., of Onslow County, who has a lot of No. 1. Pork in market, informs us that he killed a hog recently, 3 years and 5 months old, which weighed 628 lbs. net.

First Fruits.
On the 31st ult., the Know-Nothing Legislature of Massachusetts elected Mr. Wilson, Abolitionist, United States Senator from that State, for six years, from and after the next 4th of March. This hardly looks like crushing out Free-Soilism. Mr. Wilson is an open-mouthed opponent of the Fugitive Slave Law—of the Nebraska Bill—of Slavery in the District,—in fact he occupies the same ground with Sumner.

The Second Fruits will be the re-election of Seward from New York. We heard a great deal about how he was to be defeated, and the venacious New York Herald has boasted quite largely of what was to be done in that way, when the fusion carried New York against the Democrats, but for all that Seward will be elected by this very fusion—see if he don't. So we go, and so we will keep going for a while, until the people fully understand the bearings of things and then all will come straight, we trust.

The people of a certain portion of our State bordering on Virginia, have insisted upon their right to some avenue to market, and the justice of their demand in this respect has given strength to the movement in favor of the connection between the North Carolina Railroad at Greensboro' and the Richmond and Danville Railroad at Danville, a connection which would be obviously injurious to the existing Railroad and commercial interests of this State. The Dan River and Yadkin Road, while it can bring no produce here, can take none away, while it deprives the advocates of the Greensboro' connection of their strongest argument, and will delay if not totally defeat a connection so injurious to us. Without knowing, we presume that these were the motives which induced Mr. Fennell to vote for the charter of the said Dan River and Yadkin Railroad Company.

U. S. Senator.
Henry Wilson has been elected by the Legislature of Massachusetts, U. S. Senator to fill the unexpired term of Mr. Everett. Wilson was shoe maker by trade.

Wilmington Herald Feb. 2d.
The Herald might have added that Wilson was the leader, and twice the candidate, of the abolition party of Massachusetts,—that he left the Whig party in 1844, when Henry Clay, a Southern man, was nominated, because he would not support any man not abolitionized in his views,—that he still more recently co-operated with such ultras as Wendell Phillips, Theodore Parker; and, furthermore, that this same Wilson is the first Senator elected by an avowed Know Nothing Legislature, no man in Massachusetts pretending, for a moment, that he has changed his grounds one inch on the subject. All this it would appear that the Herald "don't know." After much research and deep study, it is enabled to say that "Wilson was a shoemaker by trade." Verily, "there is nothing like leather."

Quite Likely.
Some time since, as stated in the foreign news by one of the late steamers, a debate occurred in the Spanish Parliament or Cortes during which Don Louis de Mariategui, minister of state, and leading members of the Cortes, gave expression to what appears to be the general sentiment of the Spanish nation in regard to any sale or transfer of the Island of Cuba to the United States. That sentiment is strongly and immovably opposed to such transfer or sale, and appears on the whole to be rather unfriendly than otherwise to this country. In the remarks of M. Mariategui, the following significant passage occurs:

In respect to the intervention of foreign governments in this question, I must acknowledge with pleasure the position assumed by the Emperor of the French when, last spring, he sent one of his admirals to co-operate with our own naval forces in repelling any attacks upon Cuba, though I know perfectly well that we were then far from being in danger of losing that colony. I am besides firmly convinced that France will never be able to induce England to declare war against the United States, neither during the contest in the east nor after the termination of the present war. England has lost all prestige in America since the battle of New Orleans, when Gen. Jackson said: "For you, industrial nations, we need neither power nor bullets; commerce is enough." Some time afterwards the question of Texas and Mexico and a good many others came to confirm that truth.

This is certainly significant, coming from a cabinet minister of a country with which Louis Napoleon, in virtue of his wife, is so mixed up, and goes far to strengthen the opinion entertained in the United States, that he would willingly, if not gladly have sought occasion of difficulty with our government at the time of the attempted prohibition of the entrance into, or transit of Mr. Soule through French Territory, in returning to the theatre of his labors as an American Minister, had the British government been willing to have become a party to the embroilment. The interests of trade, so vital to England, prevented that, as they had prevented such things before and will do again, and this necessity for peace with us on the part of England is the only assurance we have that this country will not be the next against which a hostile European coalition may be formed. Louis Napoleon is as bitter in his enmity and but little influenced by those considerations which tie the hands of the British ministers.

Death of Bishop Capers.
Rev. Dr. Capers, one of the Bishops of the Methodist Episcopal Church South, died at his residence in Anderson Village, S. C., on Monday last, aged about sixty five years. Dr. Capers occupied an elevated position for piety and talents, and was highly and deservedly respected, not only by the members of the church of which he was so distinguished an ornament, but by the christian public of all denominations.

PUBLIC FUNDS.—The amount of money in the U. States Treasury, on the 1st inst., as appears from the monthly statements of the Treasurer, subject to draft \$21,947,123 39. Of this amount, the Wilmington office has \$17,415 46; \$10,424 55 of which has been ordered to be transferred.

Too Proud to Beg.—It is said there are thousands of worthy citizens men and women, in New York—as there are, no doubt, hundreds in other cities—who are too proud to beg or let their circumstances be known, and are therefore, silently pining in secret destitution. The Mirror says the pawnshops only tell their sad story, and adds:

First go to the luxuries—the superfluous furniture—the silver spoons—the spare clothing—the jewelry—even to the bridal ring; and then the bedding, the tables, the chairs, and so on through the whole inventory of articles that can be dispensed with, while life is retained. To accommodate this inborn and inalienable American pride, the pawn shops are provided with stalls, so that the melancholy baring may be done without exposing the poor victim, to that "peculiar institution" to public shame. The amount of business at these establishments within the last three months exceeds all precedent. Watches, gold pencils, and silver spoons have been pledged by the bushel, and every nameable and unnameable article of furniture and clothing. A friend of ours saw a poor woman at Simpson's one day last week, pawning her under-clothing to raise a shilling to market with. Another had cut up her bed and made it into pillows, which she had pawned for a similar purpose.

MATRIMONIAL.—It is stated that Mr. William Thompson, who has been confined to his bed by rheumatism for about 14 years, during which time he has not been able to walk one step, nor even to set up in his bed, was married on the 17th inst. by the Rev. P. Wood, to Miss Margaret Morris, Smyth county, Va.

Town Meeting.
In pursuance of a call issued by the Magistrate of Police a public meeting of the citizens of the town of Wilmington was held in the Court House yesterday afternoon, for the purpose of considering the propriety of extending the track of the Wilmington and Raleigh Railroad to some central point in said town.—Col. John McKee, M. P., was called to the chair, and A. H. Martin, Esq., appointed secretary.

A resolution submitted by A. H. VanBokkelen, Esq., and amended on motion of Dr. F. J. Hill, was debated at some length. The resolution in substance declared it expedient and conducive to the general interests of the town that a Railroad track should be run from the present terminus of the Wilmington and Raleigh Railroad to some point at or near the centre of town, for the conveyance of passengers and baggage upon which no locomotive should be employed. The resolution was negatived.

The meeting was quite a full one, showing that considerable interest was felt upon the subject, as was manifest from the discussion. It was natural that owners of property on Front Street, who might regard the move as likely to interfere with the value or comfort of their residences or other property, should be more especially opposed to it.

We pleaded guilty to no partisanship one way or the other, although our opinions lean to the side of the minority as ascertained by the vote of the meeting. City Railroads are not an uncommon thing. There are several of them through the very heart of the city of New York, and you get into the cars opposite the City Hall, and they are rising in popularity both in that city and Boston.

When we broached this subject some weeks ago it was simply with a view of bringing it to the attention of our people. We knew that the idea was entertained of building a Refectory or Eating House for the accommodation of passengers up at the Railroad Depot, which was and is looked upon as a necessity under the existing state of things. As for the right, that, of course, must depend upon the necessity.—The company took means to feed its passengers on board the boats, which it had a right to do, and if circumstances should arise creating a similar necessity, it has the right, and it seems to us, is bound, as far as practicable to exercise it for the comfort of passengers and the interests of the line. However, we knew that the road was anxious to avoid the necessity of any step that might come into competition with private enterprise or deprive the town of the benefits of travel coming into and passing through the centre of it. To obviate this necessity the idea of a horse railroad, the track of which should extend from the Railroad, say, to Dock Street wharf, was suggested for the consideration of citizens. In this way it was thought that passengers could be placed in the centre of town in six or eight minutes after the arrival of the cars, and, being delivered from the necessity of returning, would have time for refreshment or other purposes, and it was thought that the passage of something like a hundred thousand persons per annum, through the very heart of town, could not be otherwise than beneficial. These were some of the supposed advantages offered as reasons in favour of the scheme. The probable injury to property, etc., were among the reasons urged in opposition, and which appear to have been regarded by the majority of the meeting as more than counterbalancing the probable advantages likely to accrue. Of course we submit to the will of the majority, and this the more readily as the general interests of town and no earthly interests or motive of our own prompted us in bringing forward the original suggestion.—*Daily Journal*, Feb. 3d.

Hon. Stephen Pleasonton, long Fifth Auditor of the Treasury, died at Washington on the 1st inst. Mr. Pleasonton must have been a very old man. He is said to have come with the government when it was removed from Philadelphia to Washington City, and is believed to have been the oldest officer in any of the Departments. The Fifth Auditor was, until recently, superintendent of Light Houses, but that is now rested in a Light House Board.

Legislation.
In the Senate, on the 30th, the bill incorporating the Dobbin House of Fayetteville, which read the time. The bill chartering the Central Bank was discussed some time and laid on the table for the present. The Eastern extension of the Central Railroad passed its second reading by a vote of 36 to 10. The bill incorporating the Gulf and Deep River Iron Company passed its third reading. The engrossed bill concerning the Wilmington and Raleigh railroad company passed its third reading. The bill concerning the State stock, and changes name to Wilmington and Weidon.

In the Senate on the 31st, the French Broad Railroad bill was discussed at length. Mr. Thomas opposed the bill in a lengthy speech. It was postponed. The Wilmington and Charlotte railroad bill was read the second time and passed by 33 to 13. Revenue bill.

The Free Suffrage bill passed the House on its second reading by 93 yeas to 15 noes. Considerable discussion was had upon the Western extension. It will no doubt pass the House.

The Senate, on the 1st inst., passed the French Broad Railroad on its second reading, and proceeded to take up the bill re-chartering the State Bank. Extension of the House of Commons, the Western Extension on its second reading, also the Military and Scientific Academy bill, but killed the bill chartering the Dan River and Yadkin Railroad. It would appear as though the Eastern and Western Extensions of the Central Railroad, the Wilmington and Charlotte Railroad, and the Cape Fear and Deep River Navigation bills might not be so successful as at first seemed, several Plank Road bills, involving appropriations but of an amount comparatively trifling.

The Road from the Coal Fields to Beaufort by way of Fayetteville and Warsaw is considered very doubtful.

Both Houses are having night as well as afternoon sessions, and are pushing forward, but an adjournment is hardly possible until after the 15th. The various Bank Bills are in committee of the whole in the House and very much in the fog. The railroad pressure throws every thing else in the background. It is absolutely certain that no new Bank measure introduced at this late date would have the ghost of a chance of passing the House.

Supreme Court.
The following decisions have been made by this tribunal since our last:
By NASH, C. J.—In *Sutherland v. Henning*, in equity, by Duplin. Also, in the State v. Hancock, from Rockingham, affirming the judgment. Also, in *Speight v. Scarborough*, in equity, from Greene. Also, in *Connelly v. McNeill*, from Cumberland, affirming the judgment.

By PEARSON, J.—In *Miles v. Miles*, in equity, from Stanley, remanding the cause. Also, in *Robinson v. Lewis* (petition to rehear) dismissing the petition. Also, in *Rogers v. Pittman*, from Robeson, judgment reversed and judgment of non-suit.

Further Foreign News.
Boston, Jan. 31.—The steamer Africa, from Liverpool via Halifax, has arrived here.
The steamer Union, of the Havre and New York line, sailed from Havre on the morning of the 17th, and from Southampton on the afternoon of the same day, bound for New York.

THE WAR—PROGRESS OF THE NEGOTIATIONS.
Well grounded apprehensions prevail that the present negotiations will fail to re-establish peace, in which event, all concern that the war will assume a vaster magnitude.
Letters from Vienna state that the policy of the Allied Powers will be to retard negotiations, in the hope that in the meantime the fall of Sebastopol will happen, to influence the decision of the Czar.
On the 10th or 11th inst., Prince Gortchakoff is understood to have received written instructions from his government in regard to the pending negotiations.—The exact contents are, of course, secret, but rumor from well informed sources says that Russia again expressed the Czar's readiness to enter into negotiations for an honorable peace, and also his earnest desire to put an end to all present difficulties. It also stated that the Austrian minister expressed an earnest desire to see peace, but, nevertheless, firmly insisted upon the acceptance by Russia of such conditions as the latter might wish to impose, but it is added, Austria will hesitate to conclude an offensive alliance with England and France, until the latter powers shall have stated exactly the nature of their demands.

As a set off against this statement, Count Buol, the Austrian Minister, is reported to have declared at a complimentary dinner to the Ottoman Minister, that Austria would fight side by side with England and France against Russia. Vienna letters also boast of Austria's good faith and determination to proceed to hostilities.
Prussia, it will be remembered, has formally refused to mobilize and place part of her army in Prussian Silesia to cover the left flank of the Austrian forces in the case of a conflict with Russia. Prussia has also refused to furnish a reason for her conduct in the Pacific interests of Russia.

Prussia further accuses Austria of having gone beyond the stipulations of her convention with Prussia, inasmuch as she has concluded separate treaties with other Powers, which virtually do away with that of April 20. The object of Prussia is evidently to prevent Austria from taking an active participation in the war.

The Prussian Cabinet is urging, with peculiar earnestness, the necessity of suspending hostilities, until the belligerents shall have pursued further the present endeavor to arrive at an understanding. These are mere rumors, but nothing else is at present within the reach of the public.

Sardinia has reported being willing to undertake to send fifteen thousand men, recruited from all Italy to the aid of the allies in the East—the reason assigned being that for want of an outside enterprise to engage their attention, the Italians are growing restless.

The Senates of Hamburg and Lubec have issued an edict forbidding foreign ministers, and all persons connected with the war, to enter the territory of the two cities, also issue proclamations of the same description.

According to a Turin journal the contingents of the Piedmontese troops is to consist of 20,000 men, 15,000 of whom will embark for the Crimea on the 28th of February, and the additional 5,000 are from the reserve.

The Debates have an article in explanation, bringing that Piedmont has assented to the treaty of the 19th of April, and not the treaty of December.

Further by the Africa.
FROM THE CRUISE.—A letter from the Pays, from Constantinople, dated January 5, says a column of the Russian army, consisting of Camara, near Balaklava, after driving out the Russians who occupied it. The enemy experienced severe losses and were completely put to rout. The loss of the Russians at Sebastopol and the neighborhood during the last days of December are estimated at more than 6,000 men.

The London Times, in a leading article, draws a most deplorable picture of the state of the army in the Crimea. At the beginning of January the army could muster only 14,000 bayonets. The artillery and engineers had been reduced in the same proportion, and the cavalry in fact no longer existed. The deaths amounted to 60 per day, and the number disabled by fatigue and sickness amounted to 1,000 per week.

This ratio, the Times thinks, is rapidly on the increase, and it is computed that out of the 14,000 men nominally fit for service, only 2,000 are in good health. The army was an army of invalids at the beginning of the month, and the Crimean winter had not fully set in.

The Times comes to the conclusion that unless some extraordinary stroke of good fortune intervenes, England is about to lose its only army, an agent of such tender solicitude and asks if the nation is prepared for this disaster.

Letters from Odessa to the 6th of January state that had frost equal to 10 degrees below freezing point had brought the roads into a fit state for the conveyance of troops and munitions of war to Perkop.

Arrival of the Black Warrior.
NEW YORK, Feb. 2.—The steamer Black Warrior has arrived with Havana dates to the 28th ult. The steamer Falcon was still at Havana and was expected to sail for New York on the next day. There is no news of importance.

Later from Rio.
NEW YORK, Jan. 31.—By an arrival at this port, we have dates from Rio de Janeiro to Dec. 15th.—The frigates Independence, Savannah, and the sloop of war John Adams and transport Relief, were in port.

Russian and French Soldiers.—A lively writer from Paris draws a parallel between the soldiers of the different nations now fighting in the Crimea, and first says of the Russians:
"The valor displayed by the Russians in the night attacks on the allies has never been surpassed by the feats of any other nation, and people whatever. The Russian soldiers lack strategy and quickness of movement, but he possesses a courage almost without parallel, a remarkable strength of body, and great resistance to the exhausting effects of wounds. It has been a common remark, from the day of Napoleon to the present moment, that the Russian soldiers are the best foot soldiers in the world. His life there is about as a soldier, but he is not pushed over. Remarkable instances of this power of resistance to the loss of blood and to the first impressions of a wound have been exhibited since the commencement of the campaign in the Crimea, and it is no doubt due to the rule of life which the Russian is subjected, not only as a soldier, but a peasant."

Next he says of the Frenchmen:
"While eating is no part of a soldier's life, in the Russian camp, in the French camp it is quite the contrary. A Frenchman must have his breakfast before he fights, and he will cook and eat it in the midst of bursting booms rather than miss it; for between the first losing his breakfast and the second losing his life, he would rather lose his breakfast. It is intended to be an even battle. On the morning of the battle of Inkerman 7,500 Englishmen were compelled to stand the shock of 45,000 Russians for three hours, before the French division arrived, the latter having stopped to eat their breakfast before starting to the aid of their suffering allies. They fought beautifully, as they always do, and they were not the least exhausted. There had been a fearful slaughter of Englishmen, which otherwise might have been saved. This is one of the facts that do not appear in print, for the good of the alliance, but it is nevertheless true."

On the Bill to Charter the Wilmington and Charlotte Railroad Company, in House of Commons, Monday, January 23d, 1855.
Mr. Steele moved to take up the Wilmington and Charlotte railroad bill.

Mr. Singletary brought the Free Suffrage bill, being the unfinished business of yesterday, had precedence, and appealed to the Speaker.
The Speaker decided, it lay with the House to select which should have precedence.
Mr. Steele's motion was adopted—yeas 71, nays 38.
Mr. Meares moved to amend the bill by inserting in the second section "at Smithville," and he was the farthest from his intention to offer this amendment with any view to embarrass the passage of the bill. On the contrary, he believed it gave additional merit to it. The town of Smithville, at the mouth of the Cape Fear River, was well known to contain one of the finest harbors on the southern coast, with but little less water than the Beaufort, and for some years past gradually increasing in that particular, from the advantages derived from the works being still prosecuted by the general government, it has at the same time many advantages not connected with that place. I do not institute the comparison, (continued Mr. Meares,) with any view to the injury of Beaufort, but to show that it has claims to the favorable consideration of this Assembly, inferior to those of no other port on our coast. With a safe and spacious harbor, line anchorage, no marshes intervening between deep water and the land—making it convenient to build the most economical wharves—a healthy location, and with reason to believe that the depth of water on the bar will continue to increase, sufficient for all purposes of foreign as well as domestic trade—with such advantages, it is certainly to the interest of the State that this point should not be overlooked in her system of internal improvements. And I desire to state another important fact: that in view of developing the resources of the coal fields, into the great coal magnitudes, that I cannot believe the Legislature of North Carolina will hesitate to adopt such means as are necessary with regard to it—the town of Smithville will become the most favorable point for the establishment of coal depots; as from this, sea steamers will be enabled to supply themselves without the necessity of procuring fuel on the interior; and, as well as other advantages connected with it.

From the fact then, sir, that the region of country through which it is eventually contemplated this road will pass, will require a large supply of coal in the numerous mining and manufacturing establishments now in existence, and likely to spring up, of new increased facilities offered them, it then may become an important matter to terminate this road at that point most likely to afford these facilities.

I conceive then, sir, it should be a matter to be determined hereafter by the Stockholders to terminate the road at any one of the points deemed most desirable; and wherever that may be, I am satisfied the State cannot suffer.

As then, sir, there can be no material objection to the passage of the amendment, I would simply ask, upon the final passage of this bill, members from other portions of the State, not so immediately interested, will come forward with their patriotic pride worthy of North Carolina, looking simply at whatever tends to advance her prosperity and to acquiesce in it. That, sir, has been the course pursued by representatives from that part of the country through which this road will pass—divesting themselves of all selfish considerations, they have not only contributed towards establishing works of internal improvements, with which they were totally disconnected; but sir, have even lent their aid to the building up of rival towns, conjectured by many, calculated in the course of time to materially affect their own interests. I must then, sir, appeal to the patriotism of every one, every member in voting for all measures calculated to redound to the interests of the State, not as far from any particular section, but as North Carolinians.

To say any thing more with regard to the merits of this bill would be to recapitulate facts and arguments already presented before the House, and which must necessarily be tedious and weary work, but from this securing a large portion of trade with in our own borders, now going to a neighboring State, one, sir, whose zeal and energy in that particular is worthy of example; but, sir, the effect of which is also to build up our own resources with the aid of the private enterprise of the State.

Sir, it is time a different policy should actuate us in this matter—a spirit of retaliation in that respect is not only justifiable, but highly commendable, and where, as a State, we can make the resources for another add to our prosperity we should do so. This work, besides giving facilities to our own citizens, adding to our own wealth as a State, also enables us from our own resources to tap the vast coal fields, and other; and nothing but a blind policy of inaction will make us hesitate to secure it.

After a few remarks in opposition, by Mr. G. M. White.—Adopted.

Mr. Shepherd offered an amendment, that any other Railroad, authorized by the General Assembly, may connect with the road. Adopted.

Mr. J. G. Bynum offered an amendment increasing the Capital Stock of the Company one million, to construct a connection from Charlotte to Rutherfordton. Mr. B. stated that the additional stock was only to extend the road as proposed, and unless that stock was subscribed, there was nothing to compel the Company to build the proposed extension. Mr. B. in support of his amendment, said that it would not affect the North Carolina Railroad, and read a statement of the resources of the section through which it would pass, and proved they were amply sufficient to maintain the road, and moved the amendment be incorporated in the bill.

Mr. Steele, while he thought the amendment would not injure the bill, he opposed it to himself.

Mr. J. H. White thought there could be no objection to the amendment offered; he lived in the section west of Catawba River, completely cut off from the rest of the State, and only visited by the tax gatherer to collect money for the benefit of other parts of the State.

The greatest benefit would accrue to Wilmington from this road, which, without injury to other projects, would bind this section to the State, with the bonds of interest as well as affection.

It would not affect the trade of the North Carolina Railroad, as no produce from his section of the State would ever pass over that road, whether this section be built or not; this charter was not granted for the purpose of increasing the resources of the State. A gold and iron mining company, with a large capital, was established in his county, who would most likely contribute liberally to building the road, by which the proceeds of their enterprise would be carried to Wilmington. If this bill be rejected his section would consider themselves cut off, and their interests and trade to South Carolina. His bill will increase the resources of that section of the State, which instead of going to South Carolina will then go to Wilmington, and benefit our own seaport. Mr. W. read a statement of the produce and trade of the county through which the road would pass. He acknowledged it would injure the Yorkville Railroad in South Carolina, but would not injure the Wilmington and Charlotte Railroad.

Mr. J. G. Bynum in answer to Mr. Steele, stated he wished his amendment to be incorporated in the bill, and if it was rejected in consequence, he promised to move a reconsideration.

Mr. Myers stated that he did not desire to make a speech. But the amendment of the gentleman from Rutherfordton, which was manifestly just to the people of the west, and he desired to give it his approval notwithstanding the extension of the road beyond the town of Charlotte, could not, in his opinion, result to the advantage of his constituents—experience having proven that the point of termination was always the point most benefited by works of this character. He hoped the amendment would be adopted.

Mr. J. H. White approved of Mr. J. G. Bynum's suggestion.
Mr. Mann was in favor of the proposition of Mr. Bynum, and thought the statements of that gentleman sufficient to convince the country of the necessity of the measure.

Debate.
On the Bill to Charter the Wilmington and Charlotte Railroad Company, in House of Commons, Monday, January 23d, 1855.
Mr. Steele moved to take up the Wilmington and Charlotte railroad bill.

Mr. Singletary brought the Free Suffrage bill, being the unfinished business of yesterday, had precedence, and appealed to the Speaker.

The Speaker decided, it lay with the House to select which should have precedence.
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From the fact then, sir, that the region of country through which it is eventually contemplated this road will pass, will require a large supply of coal in the numerous mining and manufacturing establishments now in existence, and likely to spring up, of new increased facilities offered them, it then may become an important matter to terminate this road at that point most likely to afford these facilities.

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